

CARL H. PAGE NOW SELLS JORDAN CAR

Noted Veteran Enthusiastic Over His New Acquisition Will Open Big Showroom.

Carl H. Page, one of the outstanding figures in the automobile industry in the metropolitan district, has entered the retail selling field once more. Mr. Page has become the metropolitan distributor for the Jordan car and will shortly open a showroom for the display of the complete Jordan line.

Page is so well known to the automobile public here that it hardly seems necessary to give the details of his career. He was for a number of years the regional distributor and built up a remarkable business for this car. When the Jordan people bought him out and established a branch, Page, by the terms of his agreement with the Jordan company, retired from business for a number of months. Subsequently he took on the Mitchell line, and under his guidance the car became a very important factor not only in the metropolitan territory, but in New Jersey, part of the New England States, Pennsylvania, Maryland and Delaware.

It was Mr. Page who established for the Mitchell company the store on "Columbus Circle, facing south," which he designated "A Place in the Sun." This was in keeping with the striking advertising ideas which Mr. Page has used consistently throughout his merchandising career.

Having firmly established the Mitchell branch office, which he operated in the various territories he controlled, Mr. Page withdrew from the handling of the retail end of the Mitchell business, devoting himself entirely to the further development of the dealer organization which he had built up in his wholesale territory. He will continue to look after the Mitchell whole-sale business in the territories from Allentown, Penn., to Worcester, Mass.

Mr. Page announces that the supply of Jordan cars for this territory is limited and that with the demand of dealers and the orders already in hand for retail sales he and his associates are not greatly concerned with the proposition of disposing of the allotment he



CARL H. PAGE.

will receive. A recent trip to the factory at Cleveland and an interview with Mr. Jordan enables Mr. Page to increase the allotment over that which was originally planned for the territory, but even with a greater number of cars Mr. Page is planning chiefly for the following season, when with the organization he has built up he will be able to handle a considerably greater number of Jordan cars.

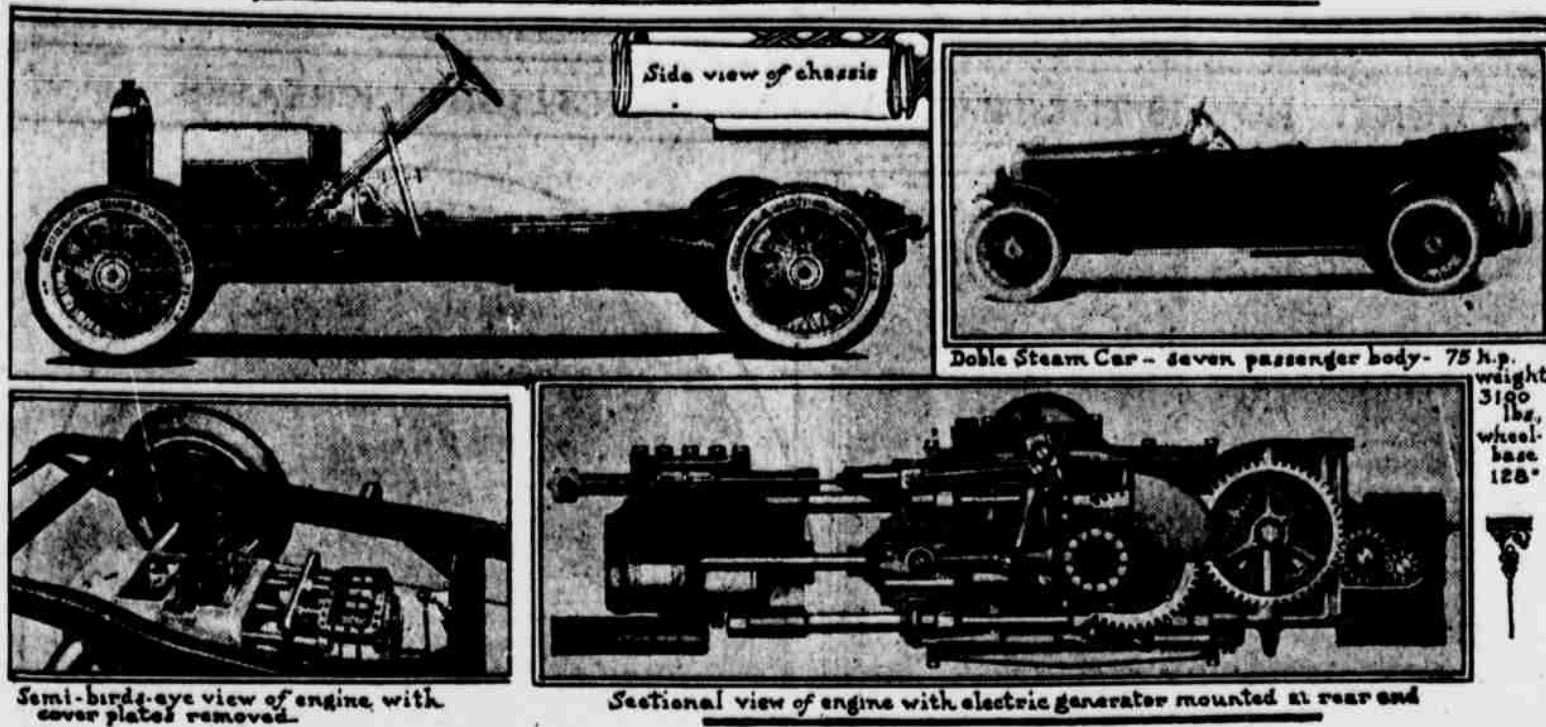
Mr. Page certainly deserves the title of "a veteran in the automobile business," as he has been associated with it from the earliest time and has had the experience of handling many different kinds and types of automobiles. It is a striking association—that of a true veteran of the automobile industry with one of the newest cars in it. Mr. Page, however, says that the Jordan car is a car that is sired by the oldest and most experienced engineers and manufacturers in the whole automobile industry, and while it is true that it is a car only recently born, it is equally true that because of its component parts it is one of the oldest cars in the industry.

Mr. Page is enthusiastic about the future of the Jordan car and it seems to those "in the know" in the trade that a combination of Page and Jordan certainly ought to spell success for the car in this territory.

Introducing the Nelson Car. After nearly four years of experimental work on a new motor, which it is stated is the combination of the most widely known engineering principles both here and abroad, word comes from E. A. Nelson, mechanical engineer of Detroit, that the new Nelson car will shortly be ready for the initial bow to the motoring public.

Further information has it that the new car is a high grade high efficiency model in the two-door model sedan type and has been designed with a view of meeting the requirements of present day car conditions. Light weight is one of its features.

Efficiency and Economy Claimed for Doble Steam Car



Semi-bird's-eye view of engine with cover plates removed.

Sectional view of engine with electric generator mounted at rear end.

A car which is sure to attract much interest at the Palace, not only because it is being shown for the first time but also because of many unique features, is the Doble steam car.

The power plant of the car was evolved by Abner Doble after nine years' work. There are only twenty-two moving parts in the car. The General Engineering Company of Detroit, manufacturers of the new steam car, make strong claims of great power, economy and flexibility, as well as the elimination of certain disadvantages surrounding the use of steam for power. These claims are said to have been borne out in tests conducted before disinterested witnesses.

The Doble steam car uses kerosene as fuel and it is stated will run fifteen miles on a gallon of fuel. The car needs only a gallon of lubricating oil for 5,000 miles. In water, too, it is economical, for the exhaust steam after the engine is not ejected into the air, but is piped to the radiator, where it is condensed and used over again. This method results not only in making renewal of water supply necessary only occasionally, but also in conserving heat energy and insuring silence of operation. The car will travel from 1,200 to 1,400 miles on twenty-five gallons of water.

The power of the car is so great, the manufacturers say, that it will climb any hill on which the wheels can secure traction. The engine will spin the rear wheels on dry pavement while the car is held stationary, although the engine is geared one to one with the rear axle. The steam car will open along at one mile an hour and accelerate to sixty in fifteen seconds.

The best idea of the operation and mechanism of the car may be gained by following the course of the water from the generator upward. This generator, located under the bonnet of the car, consists of twenty-eight vertical sections, each of which is made up of

two vertical headers connected by six-inch vertical tubes. The generator tubing has a heating surface of 150 square feet, and the sections are completely enclosed, except at the bottom, with a three-quarter inch wall of Kieselguhr heat-insulating material and a generator jacket. Only twenty of the generator sections are actually used for the generation of steam, the eight others being used as economizers.

The water is driven into the economizer sections by a crank driven plunger pump, and from these sections into the evaporation section, where the level of water is automatically maintained at half the height of the generator.

The combustion chamber is directly below the generator, the flame being completely enclosed. There is no pilot light, and the burner is lighted by an electric spark. Air forced through the radiator cools the spray nozzle of the burner with sufficient velocity to draw out and atomize the kerosene. The fuel is fed to the nozzle by the usual fuel chamber method. The kerosene burns in a chamber made of a special refractory material which attains a very high temperature. The high temperature assures complete combustion of the gases by heating them before they are actually burnt, and thus preventing a deposit of carbon on the walls or generator tubing. The burned gases exhaust below the economizer sections.

The Doble system results in quick starting. Tests have been made which show that although perfectly cold, the car will start one minute after the burner is lighted by the spark, which automatically ceases after its function is performed. The quickness with which steam may be generated is due in part to the high temperature in the combustion chamber and to the unusually large heating surface of the generator.

The normal steam pressure in the generator while the car is running is 600 pounds, more than sufficient for speedy acceleration when the throttle is opened.

An automatic device cuts off or renews the fuel supply when the pressure varies from this constant. A safety valve to prevent any possibility of accident to the tubing is installed. This valve acts when the pressure reaches 1,000 pounds. Every section of the generator is tested to withstand a hydraulic pressure of 5,000 pounds, and it has been found that the actual bursting point is over 8,000 pounds end of the stroke.

After generation the live steam is led from the upper headers of the generator through a manifold to the throttle valve. This valve is a combination of a poppet and piston valve, the poppet valve portion serving to keep the throttle non-leaking and the piston valve portion regulating the amount of steam which passes to the engine. The seats are made of a non-rusting alloy of toughness and durability. After leaving the radiator cools the spray nozzle of the burner with sufficient velocity to draw out and atomize the kerosene. The fuel is fed to the nozzle by the usual fuel chamber method. The kerosene burns in a chamber made of a special refractory material which attains a very high temperature. The high temperature assures complete combustion of the gases by heating them before they are actually burnt, and thus preventing a deposit of carbon on the walls or generator tubing. The burned gases exhaust below the economizer sections.

The engine is located just in front of the rear axle. It is an extremely simple two cylinder single expansion double acting engine containing only eleven moving parts. The uniflow principle is employed in order to provide the high expansion desirable, and it has a noiseless valve gear and only one valve for each cylinder. The valve is for the steam inlet, for the exhaust steam passes out through ports uncovered by the piston at the end of the stroke.

The engine gives four impulses at every revolution, the same number as is given by an eight cylinder gas engine. As superheated steam is not used, internal lubrication is necessary. The two valves are actuated by a specially designed Doble gear, which dispenses with the complicated mechanism of a one piece crank shaft possible. This gear gives good steam distribution and reverses the engine without additional linkage.

The bore of the cylinder is 5 inches and the stroke 4 inches. A cutoff at one inch is used for ordinary running and the Doble gear operates this cutoff with

perfect accuracy on either stroke of the piston. For starting or heavy pulling every portion used at five-eighths of an inch, and for high speed and economy one-eighth is used. There is no drive shaft, the engine gearing directly with the axle. The forward end of the engine is suspended from a cross member of the frame by a flexible steel strap. From the exhaust the steam is led back to the radiator, which is of the honeycomb type. It enters at the top, is condensed and flows back again into the supply tank and around the circuit. The oiling system is extremely simple and economical. It consists simply in adding a small quantity of standard kerosene oil to the water. This oil rapidly goes into solution with the water on account of the violent agitation and contact. The water and oil is stirred up together in the tank by the flow of hot water from the pipe leading from the radiator and also by the unevenness of the road. The oil flows with the water through the circuit.

Once in the generator the oil coats every portion with a thin layer of oil. This coating is much thicker than would be the case if the generator were not at the temperature of 485 degrees Fahrenheit. The coating of oil prevents pieces of scale from sticking to the walls or together and also guards against rust. The bubbles of steam breaking through the top of the water carry with them to the throttle valve and the valves and pistons of the engine sufficient oil to properly lubricate these parts. The oil cannot, of course, be contaminated in any way, as it does not come in contact with gasoline, carbon or road dust.

An electric generator which charges the storage battery used for lighting and ignition purposes is driven by an idler gear which meshes with the main gear of the differential.

LOCOMOBILE HAS UNUSUAL EXHIBIT

Will Show Fourteen Examples of Smart Bodies at Astor Salon.

The large exhibition of the Locomobile Company at the Astor Salon will be interesting because of the variety of the new coachwork styles. Fourteen examples of smart bodies will be shown, mounted on the excellent Locomobile chassis, the latest edition of which was specially designed and adapted to receive a fine custom made body.

Nearly a year ago this exhibition was planned, and the designs were prepared by J. F. de Causse, manager of the custom studios, and executed by the leading builders of Carrosserie. The result is a really noteworthy collection of fine vehicles. There are sporting and roadster types, convertible bodies, limousines, sedans, landaulets, coupes, smart disoblains for shopping and luxurious coaches either for town or touring between urban and country estates. The exhibition will be preserved intact until spring, none of the cars being available for purchase until then. It is understood that the prices of Locomobile cars will extend from about \$5,000 to \$25,000.

One of the features of the Locomobile exhibit is the extent to which a new treatment called satin finish has been carried. Cars at present have either a glittering or a dull surface. Satin finish is something in between the two and very rich. There also seems to be a decided trend toward a low level in the suspension of the body, as all of the Locomobiles are rather conspicuously low built. The running board level is much below the wheel centres. Entrance to the body is very easily accomplished, and what is equally important, the low appearance of the car is very effective. Low cars are evidently going to be the thing.

The Locomobile Company presents two admirable examples of the "type sports." One is a canoe roadster, a style originated in Paris by Henri Labourette and which perhaps has never been adequately expressed before in America, owing to extreme treatment. The appearance of this model is in good taste. The motif is indicated by the lines at the back similar to those of a canoe. There is also a marine suggestion in the side lights, which are in the form of little silver funnels. The light bulbs are concealed and the light is indirect. Also the deck is polished mahogany and the lines are defined by a light silver heading. The desirable features of the gunboat roadster created by the Locomobile custom department for last year's salon have been retained. The appearance of this model is decidedly striking, but it is not in any way freakish. It is painted "Jaune creme," there being a very agreeable harmony between the color of the body and the color of the satin finish upholstery.

The other sporting design is a four passenger model, an arrangement in black and white and gray, the balance of color giving it a lot of style. It is decorated in a new style of striping, a one-quarter inch white stripe edged with black. The light folding top is completely European in character. The touring limousine, a partly convertible type first developed in America by two Locomobile custom department also will be exhibited. It is an interesting straight line study and effectively succeeds in making a large body seem smaller than it really is. This is a creation in light and dark "biere," the interior very simply upholstered in an imported fabric toned perfectly with the outside painting. This luxurious coach is accompanied by a car of similar character only of the completely convertible type, a semi-touring body painted in an especially composed green of an olive cast. The interior is upholstered in a beautiful green fabric.

The fifth feature of the exhibit is an example of Locomobile coachwork, a limousine painted in the deepest blue, the striping being very delicate. The interior is arranged by the well known decorator, Miss Elsie de Wolfe, who has been retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work. There will be two cars retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work. There will be two cars retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work.

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The other sporting design is a four passenger model, an arrangement in black and white and gray, the balance of color giving it a lot of style. It is decorated in a new style of striping, a one-quarter inch white stripe edged with black. The light folding top is completely European in character. The touring limousine, a partly convertible type first developed in America by two Locomobile custom department also will be exhibited. It is an interesting straight line study and effectively succeeds in making a large body seem smaller than it really is. This is a creation in light and dark "biere," the interior very simply upholstered in an imported fabric toned perfectly with the outside painting. This luxurious coach is accompanied by a car of similar character only of the completely convertible type, a semi-touring body painted in an especially composed green of an olive cast. The interior is upholstered in a beautiful green fabric.

The fifth feature of the exhibit is an example of Locomobile coachwork, a limousine painted in the deepest blue, the striping being very delicate. The interior is arranged by the well known decorator, Miss Elsie de Wolfe, who has been retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work. There will be two cars retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work. There will be two cars retained exclusively by the Locomobile Company in recent years to advise in all matters of style and taste in the motor coach work.

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